

# BRAVO Zulu

LCdr. Todd Nelson, the flight lead, and Lt. Johannes Jolly were on a section day low-level navigation-training sortie from NAF Atsugi to MCAS Iwakuni, Japan. The flight proceeded normally from Atsugi to the low-level entry point.

Because they were IMC, the flight received radar vectors during the descent to VMC conditions. After breaking out into clear air below a 7,000-foot overcast layer, the flight accelerated for a G-warm up. As the G-warm and fence-in checks concluded, Lt. Jolly radioed that the lead aircraft was streaming a gray mist. Moments later, an L AMAD (airframe mounted accessory drive) caution appeared on the DDI (digital-display indicator). LCdr. Nelson aborted entry onto the low level and climbed while retarding the left throttle to idle. They decided not to climb into the overcast so they could

monitor the leak. At this point, with the flight about 115 miles from MCAS Iwakuni and more than 200 miles from Atsugi, they decided to press on to Iwakuni.

As LCdr. Nelson navigated and handled communications, Lt. Jolly closed for a visual inspection and described the leak as coming from the left engine near the AMAD bay. They initially thought the leak was AMAD oil because the mist was coming from that location, and the fuel levels between airplanes was within 300 pounds. With less than 20 minutes to landing, they kept the throttles at idle. Meanwhile, Lt. Jolly broke out the pocket checklist and verified the steps for AMAD caution. With the checklist complete, Lt. Jolly verified the leak had not abated with the throttle at idle. Flight lead conducted another fuel check, and, this time, he was 700 pounds below the wingman's fuel.

LCdr. Nelson shifted the flight's focus to the fuselage fuel-leak procedure, and Lt. Jolly read the steps. All indications pointed to the left engine, so he secured the left throttle and depressed the left fire light. Within a minute, Lt. Jolly reported the leak had stopped. LCdr.

Nelson maneuvered to avoid mountains and populated areas along the route. The flight was split up for individual straight-in approaches at Iwakuni, and the landings were without incident.

Lt. Jolly's early identification of the leak (even before the caution light illuminated), good crew resource management, and fuel awareness were critical during this event.

Postflight inspection found the packing for the AMAD "J line" had failed, allowing the loss of nearly 1,000 pounds of fuel in less than five minutes.

*Lt. Johannes Jolly and LCdr. Todd Nelson.*



VFA-192